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THE ROMANCE OF CHINESE RUGS.

A GROWING INDUSTRY IN PEKING.

We take the following account from the *Peking Daily News*:—
The rug industry in Peking was introduced from Tibet. In the 24th Year of Taokwang Era, a Tibetan Lama came to Peking, and while stopping at the Paokiao Temple on the Chang 6 men Road and engaging in the propagation of religion, taught monks in the temple how to make rugs. Later, the work was taught to poor people in Peking by the monks, so that they could earn a living.

With the progress of years, the industry developed, with the result that the rug became a noted product of Peking. In the 26th Year of Kwangshu, a certain German firm in Peking bought two rugs from a Chinese firm in Peking, and sent them home as samples, one of them being a silk and the other a wool rug. A price of \$8.00 per foot for the former and \$1.20 for the latter was charged.

People of Berlin, struck with the quality, beautiful colours and patterns, and moderate price of the article, supplied the German firm with large orders. Encouraged by success the German concern established a factory in Peking named Yungbo.

The rug likewise came to be known among Americans about this time, but it did not attain its popularity until the International Exposition at St. Louis in the 29th Year of Kwangshu (1903), when the Department of Agriculture, Industry and Commerce instructed the Industry Bureau to exhibit rugs, to which the First Medal was awarded. By and by, they came to be known by Britons and French as well, and their buyers came to Peking to lay in stock, with the result that rugs became one of the important articles of trade in North China.

The first rug factory was established in Peking by a person named Chi Chang-yung, it being brought into existence more than 20 years ago. He carries business with foreign firms in Tientsin such as Messrs. William Forbes & Co., Sino-American Trading Co., Holland China Trading Co., E. W. Frazer & Co., Croft & Co., Chi Cheong & Co., etc.

At the end of the Manchurian regime, there were not more than 10 factories in Peking operating 10 or more machines manufacturing rugs. During the European war many had to close their doors owing to the depreciation of the price, which came down as low as 80 cents per square foot. In 1916 when the world war was over and business connection was resumed with foreign countries, the rug trade revived, so that the value of rugs shipped to the United States increased from \$330,117 to \$820,032 in a year.

Now, there are some 40 factories in Peking, some having 20 machines and some 2 or 3, and all being taxed to their full working capacity. However, there are only one or two factories among them which export their product directly to foreign countries; the rest being satisfied with trading with foreign merchants in China.

Formerly, foreign buyers dictated the price of rugs, but in the 3rd Year of the Republic a movement was started under the promotion of Chi Chang-yung to organize a rug-makers' association to establish a price list in order to protect the interests of the manufacturers concerned. The combine, however, was soon broken up as some of the members did not strictly observe the association rules and sold their wares at any price offered by foreign merchants, so that they could convert their stock into cash.

The following year Mr. Chi again exerted himself to combine rug-makers, and succeeded in selling the output at the schedule of prices established by the guild. But since his death, the combine, although it enrolls over 200 members, is not acting strictly according to the established regulations, and hence the members are not deriving any benefit therefrom.

Rugs are classified according to the quality of wool used and the number of wool threads to the foot, the latter being called by Chinese dealers *tu*, such as 60 *tu*, 70 *tu*, 80 *tu*, 90 *tu* and 100 *tu*. Needless to say, the greater the number of wool threads in the given space of one foot the better will be the quality and consequently the higher will be price. The Chinese rug is welcomed abroad, because the colour does not fade when exposed to the sun, whereas it can be washed without fear of spoiling it.

Wool is the principal material in manufacturing rugs, but sometimes camel's hair or even cattle hair is used. The best wool is the winter clip, coming from Kansu, Honan, etc., and is used for making the finest grade. Autumn wool, which comes from Shantung, Shihchiang, etc., is used for making the ordinary variety of rugs, which are commonly shipped to foreign countries.

FIT-U PINCE-NEZ

Is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in the Colony—located in 13, Queen's Road Central.—ADVT

CANTON TRADE.

REPORT OF THE COMMISSIONER OF CUSTOMS.

In his Report on the Trade of Canton for the year 1921, the Commissioner of Customs (Mr. A. H. Harris) says:—

Revival of trade since the cessation of hostilities in Europe has been more marked during the year under review than in 1920, and the trade of Canton, while hampered as usual by internal disorders of one kind and another, has nevertheless flourished. Trade depression in 1920, caused mostly through the Waichow conflict in that year, might well have been repeated, because civil war was renewed again in June, 1921. The scene of hostilities, however, was in the neighbouring province of Kwangsi and lasted about six months, costing the Southern Government several million dollars before General Lu Yung Ting was finally ousted. Transportation of cargo up the West and North Rivers was more or less interrupted consequent upon these military activities, but with the capture of Lungchow in October trade may be said to have received a marked stimulus, accounting for the appreciable increase under import revenue of Hk. Tls. 181,000 in the December quarter. The Southern Government was faced with a series of strikes, struggles between capital and labour were fought on the "more pay and less work" principle, with partial success to the majority. It is, however, not to be wondered at, when one realises that the Chinese Press has given full publicity to similar labour agitation in Europe of late years and much strike-engendering literature been distributed; nor can it be questioned that the cost of living in China has gradually but steadily increased.

The best rice now costs about 10 cents a catty, almost double what the same quality cost a few years ago. Such a condition from the working classes could not but reflect adversely on trade, and Governor Chen Chiung Ming is to be congratulated on his hitherto generally successful mediation.

Climate conditions were, rather unfavourable to both the rice harvest and silk trade. Rain was scarce in the spring, excessive during the summer, and was followed by a drought in the autumn that continued until the end of the year. Although Kwangtung has two harvests a year, the yield was only 60 per cent. of a normal year. Dr. Sun Yat Sen was elected President of the Republic for the South by a specially convened Parliament on the 7th April, but did not actually assume office until the 5th May, which was observed as a general holiday. The ladies of Canton held a fair at the East Garden on behalf of Red Cross Funds to cope with the fighting in Kwangsi. The fair was opened by Mrs. Sun, and after a very interesting week the sum of \$30,000 was handed over to the Government.

As a result of the struggle with Kwangsi, country districts have suffered very much at the hands of disbanded or defeated soldiers, in addition to a large quota of pirates. Many of the more secluded villages are now completely deserted, so that General Chen Chiung Ming, on his victorious return from Kwangsi, authorised the reformation of volunteer corps under a form of self-government at the most important centres. President Sun left Canton early in October, making his headquarters temporarily at Wuchow. After concentrating troops on the Hunan border, in view of possible hostilities with the Northern armies, he removed to Kweilin, where he has remained awaiting developments. The situation, while outwardly extremely tranquil, is nevertheless "sticky" and bristling with uncertainties.

REVENUE.

The revenue, which aggregated Hk. Tls. 2,120,000, excluding the famine relief surtax of Hk. Tls. 257,000, shows an increase of Hk. Tls. 576,000, a very satisfactory advance. Import trade, which was best during the last quarter of the year, contributed Hk. Tls. 420,000 of this increase, and another Hk. Tls. 140,000 will be found under export revenue, which reached its maximum during the September quarter. In considering our import trade, coasting traffic, with an increase of Tls. 70,000, has been included. The gross import value of our foreign trade for the year was Hk. Tls. 43,000,000, which, at 5 per cent. ad valorem, should give a revenue of Hk. Tls. 2,150,000, whereas the collection figures total only Hk. Tls. 1,438,000. This difference is partly explained by saying that a considerable amount of import duty is paid by drawback certificates on foreign re-exports, which, as the tables show, were valued at Hk. Tls. 1,060,000; many staple products, however, such as cotton yarn, paying duty at specific tariff rates do not realise a 5 per cent. ad valorem charge, in spite of the new Revised Import Tariff of 1919. The gross export value of our foreign trade is Hk. Tls. 71,000,000, the highest on record since the end of the European War. Export revenue was Hk. Tls. 1,297,000, the increase being almost entirely derived from the silk. A regrettable feature of the revenue tables is a "nil" return under outward transit dues, none having been collected since the year 1918. This is undoubtedly due to the continuance of a state of civil war, necessitating direct taxation for military expenditure at inland places of production, particularly on mineral products, and to the insecurity of routes.

SHIPPING.

(a) Under General Regulations.—The tables do not show any great changes in the aggregate except under the heading of small craft. American tonnage has, however, increased appreciably by the arrival of ocean ships with cargo oil for the Texas Company, now directly represented in this port. Japanese ocean tonnage has quadrupled its figures, owing to the scheduled runs of the Nishin Kisen Kaisha, a line of steamers operated by the Nippon Yusen Kaisha before regular running was contemplated. Launch traffic with Hongkong, however, shows an advance of 37,000 tons, spread over 1,000 vessels. The commandeering of Chinese ships for military service enhanced figures under the Portuguese flag very considerably, although the general total for the Chinese flag, comprising for the most part only the ships of the China Merchants Steam Navigation Company, remains about the same. The steamer *Kwangshu* of the said company was the victim of a piracy on the high seas during the month of December when off the port of Amoy. The pirates were in charge of the ship for nearly 36 hours and secured loot to the value of about \$120,000; one life only was lost.

(b) Under Inland Steam Navigation Rules.—The American flag shows an advance of 22,000 tons, which is partly due to lighters of the Standard Oil Co. distributing stock to inland marts, but also due to the transfer of Chinese ships to the American flag to avoid compulsion from local government for military service. For similar reasons there appears an advance of 13,000 tons under the French flag, the protection of which was apparently needed by silk firms trading with the interior. The total increase over 1920 for inland navigation is 3,000 entries and clearances, with a decrease in tonnage of 20,000 tons, all under the Chinese flag, which is to be regretted from a national point of view. Other shipping tables speak for themselves.

(c) Imports, Direct and Coasting.—The amount of foreign goods imported from coast ports at Canton is very small, 90 per cent. of Canton's foreign trade is brought in by the regular Hongkong river steamers and the net value of all foreign trade was Hk. Tls. 42,500,000. The imports of foreign goods coastwise into Canton is almost negligible. It is, of course, true that a certain quantity of Shanghai's foreign stock reaches the local market through coasting steamers, but its proportion to direct trade with foreign ports through Hongkong is probably less than 1 per cent. of the total foreign imports, the remaining 99 per cent. covering Formosan and Sumatran direct trade. Very satisfactory advances appear under foreign piece goods, the more marked items being grey and white shirtings, which show an increase of 130,000 pieces, followed by Italians and Venetians of the plain fast black variety, which show an increase of 28,000 pieces. Under woollen and cotton goods, alpaca advanced by 33,000 yards and suitings by 65,000 yards, followed by woollen blankets, which increased by 33,000 pounds. Demand increased the supply in almost all branches of the cotton piece goods trade, and merchants have accordingly had a rather profitable year. The consumption of woollen and cotton mixtures was unusually large, principally because the amount of pure woollen goods obtainable was inadequate. The trade in cotton yarn also improved very much during the year, and the cost per bale of fine cotton yarn ranged from \$370 to \$400, while the coarser qualities realised \$170 to \$180 per bale. It is interesting to note, however, that the Indian commodity decreased by two to one on the increase of 8,000 Japanese yarn, the former falling off some 15,000 pieces, against an advance of 8,000 pieces with the latter. This does not indicate a weaker market, but shows rather that speculative tendencies, so prevalent when exchange was high, have given way to sounder commercial dealings.

Under metals, iron bars and rods show an advance of 20,000 piculs, mostly used in reinforced concrete construction, while tin plates for making kerosene tins locally show an increase of 5,000 piculs. Proceeding further down the list of articles imported, headwear gives an advance of 115,000 pieces and cement 90,000 piculs. Green Island cement appears to be driving the locally made material to outports and the Straits Settlements. The famine in North China, which prevented Yangtze rice reaching Canton, accounts for the advance of 318,000 piculs in the Annam cereal and the profiteering which has brought its retail price to its present high figures. Coal was very much cheaper owing to the supply having exceeded the figures for 1920 by 90,000 tons; 20,000 of this was from Tonkin for use in local distilleries and lime-kilns, while a fair portion of the amount imported came from Formosa.

Under aniline dyes there is an advance in value of about Hk. Tls. 250,000. About 90 per cent. of these dyes were imported from Germany. During the first half of the year the market was very good, and merchants are said to have made considerable profits on the German mark exchange, in which goods were ordered. The change, in which goods were ordered, however, foreign firms locally interested, however, quoted prices in sterling from July, and the price of dyes rose considerably. In spite of this, large quantities were imported to meet market demands, but profits during the first half of the year were evened up by December, so that this trade for the whole year has not been very satisfactory.

Weaving machinery shows progress, but it must be borne in mind, when comparing figures with 1920 for other classes, that that year saw included a heavy consignment for the local arsenal, which has not yet been fully installed.

Kerosene oil advanced by some 4 million gallons, mostly America, Sumatra, and Borneo brands. Fuel, a market more readily inland than in Canton and more much in demand as fuel for motor-boats fitted with crude oil engines.

The import of white sugar during the year was very remarkable and came from both Formosa and Java, production at the latter place having been so excessive that its export abroad was necessary. Merchants, therefore, took advantage of this to stock inland marts, especially in North River districts, with a plentiful supply, and dealers are said to have had a profitable year. Importations consequently exceed the figures for 1920 by as much as 240,000 piculs.

Another item of interest is foreign underwear, the general use of which is increasing in popular favour.

(d) Re-exports.—Under this heading there is no call for further comment than to say that the only re-exports of note are kerosene oil shipments to West River ports. German firms are using Canton as a distributing centre, so that there is also a certain amount of re-export trade in German metalware and aniline dyes, but to no great extent. Canton is well supplied with scheduled ships connecting up the coast ports between here and Shanghai.

CHINESE GOODS.

(a) Exports, Abroad and Coastwise (including Re-exports).—The net value of Canton's export trade for the year is Hk. Tls. 51,000,000, a figure that exceeds the combined value of the foreign and Chinese imports by 1 million taels. This is due to the silk of the port, which has had a very high year, a special report on which is given below. The export of cotton yarn, an important item during the late war in Europe, has fallen about 21,000 piculs. The quantity exported was merely the balance of 1920 stock, and prevailing prices throughout the year were so low that dealers complain even of having lost on the year's average. A more regrettable shrinkage is that of 17,000 piculs under cassia lignea. Values also fell, and boxes of selected quality, together with bundles of the broken quality, have been gradually declining to \$8.50 and \$5 respectively. Competition was very keen owing to the existence of heavy stocks, which dealers were anxious to clear even at considerable loss. Fresh and preserved eggs exceeded the previous year's exports by 14 million pieces, and the local fowl trade has also had a boom. Under leather there is an advance of 31,000 piculs. A very large quantity of this, however, is shipped from Singapore by junk and re-exported through the Maritime Customs for cheaper tariff treatment. Shipments of Canton cement were 53,000 piculs in excess of the figures for 1920. The cheapness of foreign white sugar (see "Foreign Goods") explains the large diminution of 11,000 piculs in Canton's export of brown sugar, as outport demand was met by the overflow from Java. The mat and matting trade has had rather doubtful success. There is a decrease under both headings, and matting, with a shrinkage of over 3 million yards, makes the export figures for the year less than half of those for 1920. America, however, when the year opened, had a large stock on hand, and special taxation introduced by the United States Government further depressed the trade. An increase of pay had to be granted to local mat workers during the fall, but mats advanced somewhat in price to meet European demand, so that dealers were able to come out on the right side. The value of matting in Canton progressed very favourably. Shipments advanced 500,000 yards, against a very fair decrease of similar import from Japan. Most of the raw materials necessary to feed the country trade, however, come from the north, but of late splints and shavings have been procured locally, the work on which is rather poor though serviceable. Like taxation of inland trade, yet the trade has done well, and two new factories came into existence during the year, the Kwang Tai had the Chang Kwok, both situated in Henan. A third, the Hing Ah, still under construction, will soon be open in the same district, bringing the number of local factories up to 13.

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THE V.R.C. FETE

880 YARDS CHAMPIONSHIP.

The outstanding feature of last night's fete at the Victoria Recreation Club bath was the 880 yards championship swimming race of the Colony. There were five entries for the event. They were V. Ramsay, A. May, Baldwin, D. A. Lyon and Gunner McDade. The present holder of the championship, J. R. Johnson, did not swim. G. A. Jack and D. Luing, also notable swimmers and whose names appeared on the programme as competitors did not compete. This was rather disappointing to the fair number of spectators who had gathered to watch the event. If the champion had entered the water the race would have been much more exciting than it turned out to be. As it was, the winner, D. Lyon, had things all to himself and was not challenged throughout the race, except for a few lengths at the beginning when Gunner McDade and Lyon kept together.

The distance in the bath is 33 lengths and five yards. All the five swimmers got away well at the start with Lyon slightly to the fore. They swam with great ease. On completing his eighth length McDade, who was beginning to be left behind, dropped out of the race and shortly afterwards Baldwin gave up after completing 14 lengths. Lyons was going strong and at this stage was a length ahead of his two remaining competitors. May was a good second, being about a length in front of Ramsay. Lyons continued to forge ahead and on touching for the 22nd time was two lengths in front of May and four lengths ahead of Ramsay. From thence onwards to the end of the race it was a keen struggle between Lyons and May. The latter spurred and for two or three lengths slightly decreased the lead. All three swimmers touched together when Lyons completed his 30th and on completing his 32nd it was noticed that he had gained something like three yards in the two lengths. He then slowly forged ahead and won by about 2 lengths and a half.

May finished second three lengths in front of Ramsay.

The times were:

1. D. Lyon, 12min. 45secs.
2. A. May, 13min. 45secs.

The best time for the 880 yards at the Victoria Recreation Club was performed by J. R. Johnson in 1918 when he covered the distance in 12mins. 17secs. In 1920 the same swimmer covered the distance in 13mins. 32secs. Lyons' performance is a very creditable one, considering that he is scarcely out of his teens.

The rest of the races were well contested. During the evening the Blue Jazz Band provided a musical programme. Among those present was Major-General Sir John Fowler (Officer Commanding the Troops).

The results for the rest of the events are as follows:

Two LENGTHS HANDICAP (Boys).—1, W. Tillery (rec. 6 secs.); 2, W. G. C. Trenchard (ser.). Time: 36.25secs.

Two LENGTHS HANDICAP (Girls).—1, Ruby Chue (rec. 1 sec.); 2, T. May (ser.). Time: 45secs.

FOUR LENGTHS HANDICAP (Members).—1, S. H. Garrod; 2, G. Razvet. Time: 59secs.

TWO LENGTHS HANDICAP (Ladies).—1, Miss C. Smith (rec. 4 secs.); 2, Miss E. Ball (ser.). Time: 40.25secs.

HIGH DIVE.—1, G. A. Jack (01.5pts.); 2, W. G. C. Trenchard (00.1pts.).

In presenting the prizes at the conclusion of the fete the Chairman of the Committee, Mr. Logan, congratulated the Hongkong team on their recent successes in Shanghai. At the last night fete he had expressed a hope that the Hongkong team would return with the Shanghai flag. He regretted that they had not done so. He, however, congratulated them on their success in winning seven out of eleven of the classical events. He regretted that there had been a little controversy over the polo match. In all sports the referee's decision was considered final and they abided by that decision. The Chairman hoped that Shanghai will come down here and when they did he hoped that Hongkong would regain their flag.

The prizes were then presented and the fete closed with cheers for the Chairman, the ladies and the Secretary.

A recent Washington telegram states that the Senate has passed the China Trade Act, providing for tax exemption for American concerns doing business with China. By the terms of the Bill, companies will operate under United States charter.

AFTER MANY DAYS.

MAN INDICTED FOR STABBING A COOLIE.

The Criminal Sessions for September were continued yesterday, when the Puisse Judge (Mr. J. R. Wood) presided in the Supreme Court where Chan Tsan, formerly a Sanitary Board coolie, was put on his trial on indictment for murder of a coolie, who was stabbed two years ago.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) presented for the Crown and Mr. Elsie Zeitlyn (instructed by Mr. Leo d'Almeida) defended the prisoner.

The members of the jury were: Messrs. S. H. Dutton (foreman), F. L. Marquies, F. S. Harrison, E. H. S. Summers, L. Nelson, H. Gittings and K. P. Young.

The Attorney-General remarked that this was another two-year-old murder; it took place in broad daylight on May 21st, 1920. On that day, three cargo coolies were carrying rattan from the U. Tak Sing godown, on the Praya, at Kennedy Town, to a junk. The deceased was in front and there were two other coolies behind him. The deceased had just got across a side channel on to the roadway when a man, accompanied by two others, rushed up to him and stabbed him. The other two men with the assailant struck the deceased with their fists and he fell down and died, a few minutes later. The three men then ran away.

The two coolies working with the deceased were the only actual witnesses of the murder and they would say that the man who stabbed the deceased was the prisoner. They would also say that they had known the prisoner quite well for some years, so that in this case there could be no question of mistaken identity.

The Attorney-General told the jury that he could not say what the motive for the murder was but that was not a necessary part of his case.

A statement made by the prisoner on being charged was to this effect:—“I have nothing to say. I got three weeks' leave and went to Canton. I know nothing about it. My bossman took me to Siam. A week before the murder, the prisoner, who was at that time employed as a Sanitary Board coolie, obtained three weeks' leave, and the suggestion conveyed by his statement apparently was that he was away when the murder occurred. A witness would be called, however, to say that on the evening of the murder the prisoner was seen in Yau-nati. Another curious thing, Mr. Kemp observed, was that though he was on three weeks' leave he never refused to his job.

Evidence for the Crown was then called and had not been quite completed when the Court rose for the day. The trial will be resumed this morning.

SHIP'S OFFICERS SUSPENDED

SEQUEL TO AN ATTEMPT TO SMUGGLE CHINESE INTO AMERICA.

On the arrival of the s.s. *President Jackson*, at Seattle, on her last trip to America, 54 Chinese stowaways were found on board the vessel. The Company authorities took very drastic action in the matter and we learn that the Captain of the vessel has been held in Seattle, pending an enquiry into the matter, whilst a number of the ship's officers have been suspended. The s.s. *President Jackson* sailed for Hongkong under a new skipper, and the 54 Chinese stowaways were re-embarked for Hongkong under a ship's guard. Cables were sent to Hongkong for the Hongkong police to receive the stowaways. At Shanghai, however, the stowaways managed to evade the guard and got ashore, where they disappeared. The Shanghai police are now trying to round them up.

At Hongkong two men were given in charge of the police. They are Tsang Put San, a stevedore, and Wan Kee, an interpreter. They were charged at the Magistrate's yesterday, before Mr. Lindell, with unlawfully aiding and abetting the 54 Chinese to obtain a passage from Hongkong to Seattle without the consent of the owners of the s.s. *President Jackson*.

At the request of Sub-Inspector Grant, the men were remanded pending the return of the s.s. *President Jackson* from Manila, for which port she sailed yesterday. Mr. W. B. Hind is appearing for the defendants.

MATCHES OR MONEY?

TRouble AT THE KOWLOON FERRY WHARF.

Gerald Murphy, a constable employed in the Naval Yard Police, appeared at the Magistrate's yesterday, as the complainant in an assault case in which a Norwegian seaman, named Johann Merk, employed on the s.s. *Rinda*, was the defendant. The case was heard before Mr. Lindell. The Captain of the s.s. *Rinda* acted as interpreter for the case.

The defendant denied the charge and said he only asked the complainant for a match.

Giving evidence, Constable Murphy said that he alighted from a ricksha at the Kowloon "Star" Ferry Wharf at 10.30 o'clock on Saturday night, when he was accosted by the defendant who asked him for 10 cents. The defendant added "I want money." He said this in plain English. The witness told him to get out of the way. The accused then struck him and ran along the shelter outside the wharf. With the aid of an Indian constable he was caught.

Asked as to the reason for the assault the witness thought this was due to his refusal to give him money.

The Magistrate: Did you push him?

The witness: No, I told him to get out of my way.

What sort of a blow did he strike you?

A glancing blow to the jaw.

The defendant said he did not ask for any money.

A Private of the King's Regiment gave evidence as to seeing the complainant lying on the ground and the defendant running away. He did not see the assault.

The defendant then elected to give evidence and said that after he had asked for a match the complainant said something to him which he could not understand. Taking this for a refusal he then lifted off his hat and said "good-bye," and walked towards the wharf. Suddenly he heard two men running after him. He thought they looked dangerous and ran away from them. One of the men seized him, but he broke away. Later he was caught again and eight or ten men surrounded him.

The Magistrate: Can you explain why two men should run after you?

The defendant: No, I cannot.

Sub-Inspector Grant, when asked by the Magistrate if all parties were sober when brought to the Station, said they were.

The Magistrate imposed a fine of \$5 with the alternative of 7 days.

PORTUGUESE CHARGED WITH THEFT.

STOLE THE AMAR'S BLANKET.

Egas Remedios, a young Portuguese, was charged before Mr. Hamilton at the Magistrate's yesterday, with the theft of a blanket, the property of an amah employed at No. 55, Wyndham Street.

Inspector Caygill said the youth was staying at No. 55, Wyndham Street. He was out of employment. Yesterday, a little girl saw the defendant sell the blanket to a marine hawk. Both the girl and the woman were servants at this house. The blanket had not been recovered.

The defendant pleaded guilty to the charge, and when asked by the Magistrate why he did it, said, "I did steal it because I had no money to spend."

The Magistrate: Have you got your parents here?

The defendant replied that he had a brother in the employ of a foreign firm in the Colony.

Inspector Caygill said that when a detective was sent down to No. 55, Wyndham Street, the defendant's aunt, with whom he stayed, had disappeared. He asked the Magistrate to adjourn the case until Wednesday to enable him to take the defendant to his brother for further enquiries as to his parents.

The Magistrate: You are a first offender and I do not wish to send you to prison. If you can get some person to sign a bond for your good behaviour in future, I will bind you over to come up for judgment when called upon.

Inspector Caygill: What about the woman's blanket?

The Magistrate: They will have to recompense the woman. I will put the case over for two days.

150 COOLIES IN A FREE FIGHT AT POKFULUM.

EUROPEAN QUELLS FIGHT WITH A REVOLVER.

Some personal difference between a Hakka coolie and a Hoklo coolie led to a serious, free fight on Sunday morning amongst the native coolie staff employed on the Dairy Farm, Pokfulam, involving over 150 Hakkas and Hoklos. Mr. Deans, a European employed on the farm, with great difficulty quelled the trouble, but before doing so had to resort to the use of his revolver. He fired two shots into the air. This had the necessary effect; the coolies scattered in all directions leaving a number of men behind with broken heads. These were attended to and the police sent for. Sgt. Hallam and an Indian constable from No. 7 Police Station were soon on the spot and eleven of the fighters were arrested and taken to the Police Station.

These eleven coolies, comprising six Hakkas and five Hoklos, were produced before Mr. Lindell at the Magistrate's yesterday and charged with causing a disturbance.

Inspector Kent, in charge of the case, said the trouble commenced last Friday morning, when a Hoklo went to the cook-house to draw cattle food. The Hakkas, in charge of the cook-house, told him to wait as the food was not ready. Whilst waiting a Hakka coolie, accompanied by a Cantonese coolie, came along and were served. This annoyed the Hoklo and a quarrel arose. The affair led to much brooding amongst the Haklos and Hakkas and on Sunday morning the matter came to a head. Mr. Deans heard shouting in the cattle yard and on rushing out from the General Manager's house found the whole of the coolie staff engaged in a factional fight, bamboo poles being the principal weapons used. Despite Mr. Deans' efforts to put an end to the fighting, the coolies carried on. Drawing his revolver Mr. Deans fired two shots into the air and this brought the fight to a sudden termination.

Mr. Lindell imposed a fine of \$1 upon each of the defendants and ordered them to sign a personal bond for \$100 to keep the peace for six months.

WENT TO SEE THE FIGHT.

DETECTIVE FIRES REVOLVER TO DISPERSE A CROWD.

The upsetting of some dirty water from a junk on to a man in a sampan, moored to the stern of the junk led to a case, at the Magistrate's yesterday, when four Chinese were charged before Mr. Lindell with intimidation.

Inspector Earner said the complainant was the master of a fishing junk. On Saturday afternoon the complainant's wife while doing some cooking, threw some dish water over the side of the vessel. It fell upon the first defendant, who was in the sampan. The aggrieved man came on board and demanded an explanation. Not getting full satisfaction he said he would come again. The complainant, scenting trouble, went to the Police Station and the Inspector sent a detective to look into the affair. Whilst he was on the boat the detective saw a number of small boats putting off from shore and making for the boat. As there were so many of them he had to fire two shots into the air to scare them off. The second and fourth defendants, who had already boarded the junk jumped into the harbour; one of these was arrested in the water and the other was captured directly he reached the shore. The first and the third defendants were arrested on the boat.

In reply to the Magistrate, the second defendant said that he was told that there was the prospect of a fight and he was asked to be present during the affray.

Mr. Lindell ordered the first defendant to pay a fine of \$3 with the alternative of seven days. The other three defendants were bound over in the sum of \$100 to keep the peace for twelve months.

At a parade service on the drill ground at Kailang on the morning of the 10th September 630 officers and men were baptised by the chaplains of the army staff. General Feng and most of his officers were present and took an active part in the impressive service. The Christian chaplaincy services under General Feng are now being organized as a part of the establishment of his army.

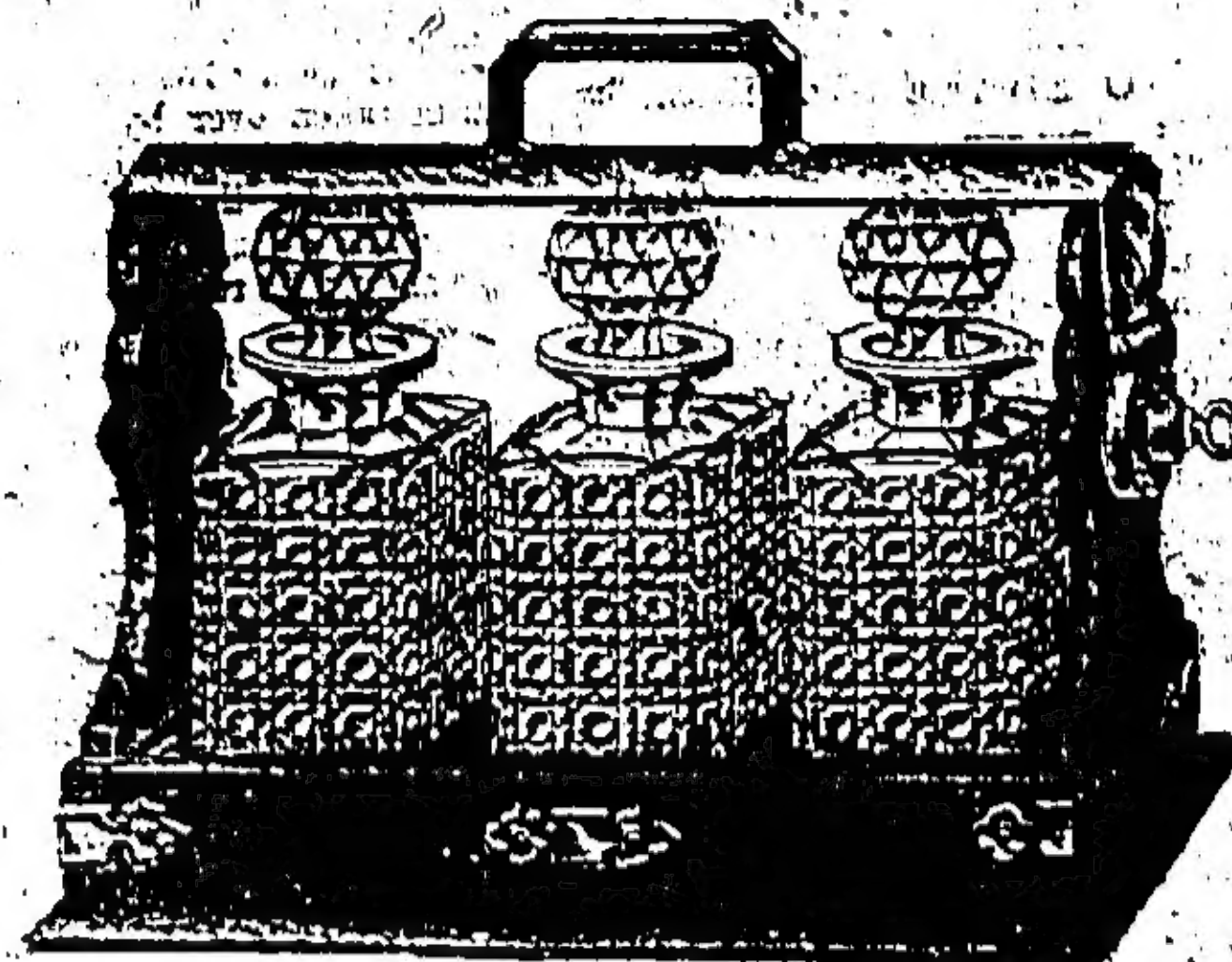
Besides the spiritual, moral and social welfare of the troops, the chaplaincy services are paying attention to the betterment and the enlightenment of the families of the officers and men. Schools for the wives and children have been established, and the women are to be taught first aid nursing, sanitation, and proper care of the home.

QUALITY GIFTS.

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MAPPIN & WEBB'S

NEW DESIGNS



IN
STERLING SILVER
AND
"PRINCE'S PLATE."

1st FLOOR.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,
ICE CREAM SODAS,

ALL FLAVOURS

BEST SERVICE. HIGH QUALITY.
LOW PRICES.

LANE, CRAWFORD, LTD.

TALKING MACHINE NOVELTIES

"DANCING RASTUS"
"BOXING DARKIES"

PERFORM ON ANY GRAMOPHONE.

ANDERSON'S

Powell

TELEPHONE C. 3146.

FOR VALUE IN GENTLEMEN'S FOOTWEAR.

In the "SAXONE" and "KELTIC" Brands of Footwear we are offering without question the Finest Value obtainable. SHOES \$18.50. BOOTS and BROGUE SHOES \$21.50. Stocked in Half Sizes and all Fittings. If you have not received one send for illustrated Catalogue.

NEW ADVERTISEMENTS

NOTICE

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on THURSDAY, the 28th OCTOBER (the 10th autumn Festival), on TUESDAY, the 10th OCTOBER (National Festival), and on TUESDAY, the 17th OCTOBER (Birthdays of Confucius).

C. THORNE

Commissioner of Chinese Customs, Kowloon and District.

York Buildings, Hongkong, 26th September, 1932. [1540]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, 12th DAY of OCTOBER, 1932, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1932.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 12th October, 1932, both days inclusive.

By Order,

M. MANUK, Secretary.

25th September, 1932. [1538]

HONGKONG CRICKET CLUB

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, 8th OCTOBER, 1932, at 5.30 P.M.

NOTICE IS HEREBY GIVEN that on FRIDAY, the 8th DAY of OCTOBER, 1932, immediately after the holding of the GENERAL MEETING, a Drawing for the Redemption of Fifty (50) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hongkong Government Gazette, and the local newspapers, and holders of Debentures may, upon giving notice to the Treasurer, within the 6 months' notice to which they are entitled, apply on the 31st October, 1932, to the Treasurer, Messrs. PRATT, SMITH, STELL & FLEMING, for payment of the principal and interest to the 31st October, 1932.

By Order of the Committee,

E. J. R. MITCHELL, Hon. Secretary.

[1538]

VEREENIGDE NEDERLANDSCHE SCHIEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, ROTTERDAM, AMSTERDAM AND GENOA.

THE Steamship

"OOSTERK"

Having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods to be cleared by the 31st September, 1932, at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th Sept. (Saturday), at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 25th September, 1932. [1527]

NEEDHAM GUNS.

A "Hand Made" Gun of British Manufacture.

THE CHALLENGER.

DOUBLE BARREL, 12 BORE SHOT GUN.

Model No. 1. £10.10.0

Model No. 2. £12.10.0

Ejector Model No. 3. £16.10.0

Sportsmen are cordially invited to inspect a Sample Model on show at

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE.

5 & 6, Beaconsfield Arcade.

J. V. NEEDHAM, BIRMINGHAM.

(Proprietors: W. W. GREENE, LTD.)

[1492]

THE CORONET.

TONIGHT AND TO-MORROW.

BEN TURPIN

in

MARRIED LIFE.

KOWLOON THEATRE.

TONIGHT ONLY.

BESSIE LOVE

in

CAROLYN OF THE CORNERS.

INTIMATIONS

PEAK HOSPITAL

NOTICE

NOTICE IS HEREBY GIVEN that as from the 30th INSTANT, the interest and responsibility of the Undersigned in the above concern will cease. All accounts due to and owing by the Hospital at that date should be referred to the Undersigned for settlement.

By Order,

PEAK HOSPITAL CO., LTD.

per O. MARSHALL, Secretary.

Hongkong, 19th September, 1932. [1509]

PEAK HOSPITAL

NOTICE

NOTICE IS HEREBY GIVEN that as from the 1st OCTOBER the above concern will be taken over by the Hongkong Government and managed by a Special Committee appointed by the Government. All accounts due to and owing by the Hospital as from that date should be referred to the Undersigned for settlement.

By Order,

D. K. BLAIR, Secretary & Treasurer.

PEAK HOSPITAL COMMITTEE.

Hongkong, 19th September, 1932. [1519]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA is fixed for SATURDAY, OCTOBER 14th, 1932. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Caneway Bay Stables.

Entrance close Saturday, 30th September. [1517]

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the COMPANY, will be CLOSED from the 25th to the 27th OCTOBER, 1932, both days inclusive.

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 11th OCTOBER next.

By Order of the Board,

R. M. DYER, Chief Manager.

Hongkong, 16th September, 1932. [1497]

S.S. "FENGSHING"

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hongkong, are requested to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat, in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above. [1494]

PARTICULARS

OF VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION, IN ONE LOT

On

MONDAY,

The 2nd DAY of OCT., 1932, at 3 o'clock P.M.

By

Messrs. LAMMERT BROTHERS

At Their Office, DUNDAS STREET.

THE Property consists of First Allotment of land of 100 square feet situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Section A of Inland Lot No. 2188.

Being a severing time. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated on or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,

8, Des Voeux Road Central.

Messrs. LAMMERT BROTHERS,

Auctioneers.

[1527]

J. B. LAL

THE ABLE INDIAN PHYSICIAN.

FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Eczema, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon.

" 3 P.M. to 6 P.M.

J. B. LAL,

c/o KING EDWARD HOTEL,

Room No. 43. [1285]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown.

Further details apply to W. C. HUMPHREYS & Co. [125]

INTIMATIONS

NOTICE

MR. J. C. BARRETT having RESIGNED, his authority to sign on behalf of this Company ceases from DATE.

THE UNION TRADING CO., LTD.

Hongkong, 25th September, 1932. [1521]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "Star" Works, Beadon-square (H.P.), Calcutta (India). [1489]

"GLEN" LINE, LIMITED

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, GENOA, PORT SAID & STRAITS.

THE Motor Vessel

"GLENOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods to be cleared by the 19th Sept., 1932, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 29th Sept., 1932, at 10 A.M. Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 22nd September, 1932. [1519]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ORESTES"

are hereby notified that the Cargo will be discharged into Hott's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hott's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 23rd Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th Oct. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 22nd September, 1932. [1520]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"MANTUA"

Arrived HONGKONG on 23rd SEPTEMBER, 1932.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, ADEN, BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 23rd September, 1932. [1525]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes QV, RF, RU, RW, TH, TU.

HAIRNETS Superlative Quality. Made by hand from Foreign prepared human hair, sterilized. Caps net \$2.00 dozen. Fringed nets \$2.30 per dozen. Postage paid. Communicate Tel. 4306 or P.O. Box 454. [145]

LOST in Chamberlain Road. Peak.

On Wednesday, September 20th, at 7.45 p.m., A Small Leather Despatch Case with W.R.D. stamped upon it. The finder is requested to return it to the Registrar, Supreme Court, who is authorized to pay a reward of \$20. [149]

TO LET—New Building in Jordan Road.

Kowloon, 1st Floor—3 Rooms. Ground Floor—2 Rooms. For particulars apply to Messrs. Koon Tai & Co., 24, Des Voeux Road, Central. [144]

TO BE LET—GODOWN—Spacious, Two storied Godown, situated on the Plover near Bowington Canal and containing approximately 6,000 square feet on each floor. To be let to the end of the year—Apply Z. office of this paper. [124]

INTIMATION

Burnett's

celebrated

London Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a Cocktail.

Blends excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

PHONE CENTRAL 616.

ACKNOWLEDGMENT

Mrs. SPATTON wishes to tender her thanks to her relatives and friends for the many expressions of sympathy in her recent sad bereavement, also for the floral tributes sent. [1537]

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, SEPTEMBER 22, 1932.

THE RIVAL SATRAPS IN NORTH CHINA.

The Chinese news agencies of Peking continue to disseminate news pointing to a further clash of arms between the forces of General Wu Pei Fu and those of the Mukden War Lord. Recently, the President issued a mandate calling upon General CHANG Tso LIN to return all the cars and engines belonging to the Peking-Mukden railway seized by him in the late conflict with General Wu Pei Fu. This, in what is described by a Chinese news agency as "usually well-informed quarters" is considered to be the first move in the armed conflict which is so confidently predicted, for no one expects that CHANG will willingly obey the mandate. We are told that since his enforced withdrawal inside Shanghai, CHANG Tso LIN has been busily employed on all sorts of military preparations with the object of revenging his defeat at the hands of Wu Pei Fu. On the other hand, there are reports that at a recent conference of the Chihli leaders at Loyang, detailed plans were worked out by Wu Pei Fu for his future war with Mukden, and especially concerning the support in men, munitions and funds required from the provinces controlled by the Chihli faction. It is surmised that as soon as these military arrangements are completed, Wu Pei Fu will pick a quarrel with CHANG, and it is now considered that the certainty of CHANG's refusal to obey the President's mandate to return the railway plant

will present the desired opportunity. Wu Pei Fu will then protest that CHANG's refusal to comply with the request constitutes defiance of the Chief Executive and calls for punishment, and he will represent, moreover, that the political conditions existing in North-East China are inimical to the federation of the provinces and the unification of China. That is how those who regard a renewal of the armed struggle between Chihli and Fengtien as inevitable and imminent believe it will come to pass. But it does not seem to quite fit in with the news emanating from what we may call "the other side." CHANG's declaration of "independence" seems to be directed solely to provincial self-government for the Manchurian provinces. He still regards himself as a citizen of the Republic of China, for it appears that, in international affairs he continues to consult the Central Government. Thus, we are told, in reference to the Soviet Mission to China, that CHANG wired to the Foreign Office in Peking, urging that China's first and foremost demand must be for the unconditional evacuation of Urga by the Reds. He urged also that before entering upon discussions with the Soviet Envoy for a resumption of commerce between Russia and China, adequate monetary indemnities should be demanded from the Russian Soviets who were responsible for the confiscation or wanton destruction of Chinese properties in Russia and Siberia. These messages clearly show that CHANG, while brooking no interference with his government of the Manchurian provinces, still regards himself as a power in the great Republic of China, and messages such as these can hardly be said to show that his attitude is inimical either to provincial federation or unification. CHANG and Wu certainly do not love each other, but what there is in the general attitude of CHANG Tso LIN to justify any decision on the part of Wu Pei Fu to launch another attack upon him needs to be more clearly revealed.

the Frenchman will have to pay himself, and this is the crux of the whole situation. Faced with the bitter alternative of an income tax out of his own pocket instead of reparations out of German pockets, it is not surprising that he is angrily impatient at anything that looks like "letting the Germans off." On the other hand, while Mr. Lloyd George is determined to make the Germans pay to the last mark, he is practical enough to calculate how much blood can be wrung out of a stone.

The Hon. Mr. H. E. Pollock, K.C., is due to arrive back from his vacation in England by the P. & O. Karnar on November 4th.

The engagement is announced of Mr. A. E. Martin, of Messrs. Mackenzie, Mackenzie & Co., and Miss E. C. Simms, of Stourbridge.

The Manih Observatory yesterday afternoon reported a typhoon in about 13deg. Long. E. 16deg. Lat. N. direction unknown.

Four new police recruits arrived in the Colony on Saturday per the s.s. *Lantau*. The total number of new recruits arrived recently is 24, which increases the strength of the European Police Force from 160 to 184.

At an interview between representatives of the Associated National Chambers of Commerce of Japan and the Premier, Baron Kato, the latter announced definitely the impossibility of abolishing the business taxes altogether for the time being.

Mr. Young On, a clerk in the employ of the Postmaster-General, had his pocket picked on board a tram-car on Sunday night. The victim discovered his loss when he put his hand into his pocket for the tram fare and found that a wallet containing \$160 had been stolen.

A plot of crown land, comprising 15,000 square feet, situated in Victoria Road, was sold by public auction at the Public Works Department, yesterday afternoon. The upset price was \$2,150 and the price realised was \$4,500, the purchaser being Mr. L. Maurin, acting on behalf of Messrs. P. A. Lapicque & Co.

Armed robbers boarded a junk at Shaikwan on Saturday morning and held up the boatwoman, her daughter-in-law and a foki. They said they had come to search the vessel for contraband. From a box they stole two gold rings, whilst from the women two pairs of bangles were taken. The total value of the property stolen is \$32.

The opportunity of Ellis Kadoorie School to do what they could to help the Swatow Relief Fund came to them on Saturday at the World Theatre. The Theatre was packed with school boys and their friends who came to help their fellow men in Swatow and to be amused by the leading humourists of the Screen. This effort to raise funds for the benefit of the sufferers in Swatow was very successful. The management of the World Theatre kindly placed its magnificent building with an excellent comedy programme at the disposal of the school last Sunday afternoon. Two special matinees, one at 11 noon and the other at 2.15 p.m. were held. The school boys, through their convincing eloquence, had been able to sell a great number of tickets, and the receipts for seats alone amounted to \$745.45, while refreshments, cold drinks, smokes and confectionery were very well patronised before the start of the performances and during the intervals. Together the sales realised \$104.55, thus making a total of \$850 in an afternoon's work. The school feels very grateful to the management of the World Theatre for placing the theatre and pictures at its disposal and to the gifts of refreshments, etc., to the success of the effort.

Colonel Philip Edward Lewis, C.M.G., D.S.O., late B.A., whose death occurred recently while bathing on the coast of Brittany, was one of the most remarkable examples of the effect of the war on a certain type of soldier. Colonel Lewis, writes a correspondent of *The Times*, in his military service at Portsmouth, Singapore, Hongkong, and in India, as well as on the teaching staff at Woolwich and the Staff College at Camberley, had given himself with enthusiasm and high efficiency to his military career. On the outbreak of war in 1914, as Assistant Adjutant-General, he showed unusual capacity for organisation, and was, as an urgent request, sent to France as General of the 14th (Light) Division, where his ability in organising for the offensive so impressed the authorities that he was made Deputy Military Secretary at the War Office. Although at the end of the war he was only 42, with a career still before him, Colonel Lewis became more and more strongly convinced that he ought to give his organisational strength and experience as a layman to work that would, as he felt, promote the establishment of world-peace on foundations of international and inter-racial good feeling and spiritual reality. He, therefore, at a heavy pecuniary sacrifice, accepted last year the general secretaryship of the National Laymen's Missionary Movement, which, on an inter-denominational basis, organises the

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE PARIS AGREEMENT.
BRITISH PRESTIGE
COMPROMISED.

PRESS COMMENT ON THE AGREEMENT.

LONDON, September 25th.

Notwithstanding the feeling of relief that the crisis in the Near East has become much less acute, owing to the Allied agreement in Paris it is clear that the public mind is rather exercised over the way in which British prestige has been compromised by Government's decision to fall into line with Franco-Italian ideas and in nowise implies the expression of a tone of friendliness.

The *Westminster Gazette* is particularly outspoken and refers to the severe diplomatic setback after taking very big and suggests that the Allied offer might not have been so over-generous if the Government had been quieter and more decorous. Even papers most sympathetic to the Government find it difficult to stomach some of the new decisions, but content themselves with the belief that the safest policy has been adopted. They lay stress on the fact that the essential consideration has been the preservation of Allied harmony.

SUGGESTION THAT L.O.N. RAISE TROOPS.

The principal objection has been directed against the "virtual undertaking" to restore East Thrace to Turkey. The proposal which is greeted most warmly is that to entrust the League of Nations with the maintenance of the freedom of the Straits. Gentification is expressed at the investment of the League with increased authority. It is urged, however, that the League should raise its own troops instead of depending on foreign contingents.

CONFLICTING REPORTS FROM CONSTANTINOPLE.

Reports of the Kemalist reception of the Allied Note are conflicting. While it is stated in some Constantinople quarters that it created a favourable impression, others report that the Kemalists are in an intransigent mood and press for the immediate unconditional occupation of East Thrace; also for the attendance of a Russian representative at the conference. It is anticipated that French influence will be brought to bear to induce a more tolerant attitude.

The French papers are pleased over the improved situation in common with their British contemporaries and pay warm tribute to Lord Curzon and liberally recognise the greatness of Britain's action in heeding her Allies' opinions.

THE NEAR EASTERN SITUATION.

THE RESPONSIBILITY FOR THE BURNING OF SMYRNA.

CONSTANTINOPLE, September 24th. The Highest French authorities are convinced that the Smyrna fire is not attributable to the Turks. It is declared that investigations show there is no ground for the statements of refugees that the Turks sprinkled the streets and houses with petrol. On the contrary, preceding the fire, the Armenians are alleged to have thrown bombs from houses and otherwise acted in a hostile manner, which is sinisterly stated to have caused repressive measures, of which the Armenians were the principal victims.

TURKS RETIRE FROM NEUTRAL ZONE.

LONDON, September 24th. Messages from 'Chanak state that the Turks have retired on Balramich, outside the neutral zone. It is believed their entry was ordered before the Allied offer from Paris was known.

CHAIRMAN OF REPARATION COMMISSION RESIGNS.

OWING TO DIFFERENCES WITH PREMIER POINCARÉ.

PARIS, September 24th. M. Dubois, Chairman of the Reparation Commission, has resigned owing to differences in view with Premier Poincaré as regards the *Mortatorium* to Germany.

EARLIER CABLES.
WORLD'S LIGHT HEAVY-WEIGHT CHAMPIONSHIP.
CARPENTIER LOSES TO "BATTING" SIKI.

PARIS, September 24th.

In the twenty-round boxing match yesterday for the light heavy-weight championship of the world, Carpentier won in the sixth round, the Senegalese, "Battling" Siki, being disqualified on the ground that he had three attempted to trip his opponent.

LATER.

From the second round Siki demonstrated increasing superiority, badly punishing his opponent, whose eyes in the fifth round were badly swollen. The sixth round opened very fiercely. The Senegalese effectively hit out right and left, flooring Carpentier, who was unable to rise.

The referee declared that Siki lost on a foul, as he believed that the Senegalese tripped the Frenchman. The latter was carried off with a sprained ankle, bleeding freely and semi-conscious.

The judges subsequently reversed the referee's disqualification, and awarded Siki the decision on a knock-out.

SIKI'S VICTORY MOST POPULAR.

LATER.

The opinion is expressed that Carpentier threw the fight away, treating Siki as of no account in the first two rounds. It is thought his great-fighting days over. Siki's victory was greeted with extraordinary popularity and the spectators were most indignant at the Referee's decision.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

REPORTED MILITARY AGREEMENT.

BETWEEN VLADIVOSTOK GOVERNMENT AND CHANG TSO LIN.

TOKYO, September 25th.

The *Kokumin* confidentially reports that a secret agreement has been consummated between General Dietrich's Government at Vladivostok and Chang Tso Lin of Mukden under which immense quantities of arms and ammunition stored at Vladivostok have been sent to Mukden. General Dietrich will most probably form a combination with Chang Tso Lin against the Moscow and Chita combination.

The Foreign Office enters a denial of any knowledge of the *Kokumin's* allegations.

THE AMERICAN SUGAR TARIFF.

PHILIPPINES OBJECTIONS TO CHANGE.

A flexible tariff on sugar, while it may be advantageous to the trader and refiner, is detrimental to the producer, according to a cablegram sent by Governor-General Wood to Washington, asking that in the interest of producers, the tariff should not be subject to change except with one year's notice.

In his cable, the Governor-General asked whether the effect on distant sugar such as the Philippines has been considered in case the proposed flexible tariff should be made applicable to that community. He then set forth the opinion of large planters in the islands who are against the adoption of a flexible tariff.

Following is the cable in full as sent to the Secretary of War at Washington through the Bureau of Insular Affairs: "In discussing the plan for a flexible tariff, following is the opinion of large planters: "If it is to be applicable to sugar, has the effect on distant sugar such as the Philippines been given consideration. "The possibility of a sudden change militates against the producer receiving the maximum price on all forward sales to exporters on which it has been customary for years to obtain crop finances. "Unless the tariff is for a fixed period, exporters in self protection can not and will not pay the full market value. A flexible tariff is advantageous to the trader and refiner to the detriment of the producer. "When the flexible tariff was under discussion, the local representatives of exporting houses were instructed to make their commitments for future deliveries on a safe basis. The instructions were equivalent to paying less than the market value of spot for distant deliveries. "In the interest of producers, the tariff should not be subject to change unless with one year's notice."

THE TRADE OF KOWLOON.
REPORT OF CUSTOMS COMMISSIONER FOR 1921.

Mr. C. Thorne, Commissioner of Customs for the Kowloon, district of the Chinese Maritime Customs Administration, in his Report for the year 1921 says:—

A year of comparative peacefulness within the district has resulted in a record trade by junk and railway. The value of trade by junk was Hk. Tls. 72,700,000, as against Hk. Tls. 41,800,000 in 1920—an increase of Hk. Tls. 31,000,000. A fairer comparison, however, will be possible after deducting the value of rice imports, which increased from Hk. Tls. 2,200,000 in 1920 to Hk. Tls. 18,700,000 in 1921, largely as the result of the withdrawal of restrictions on export of rice from Siam. The deduction gives a net value of Hk. Tls. 54,000,000 for 1921, as against Hk. Tls. 39,600,000 for 1920—an increase of nearly 40 per cent. Rail-borne trade for 1921 is valued at Hk. Tls. 4,900,000, as against Hk. Tls. 4,240,000 in 1920.

The following are a few notes upon the trade of Hongkong, in the preparation of which I am indebted to several mercantile firms in the Colony. The year opened with a dull market for cotton yarn. Values declined until March, when the lowest figure—\$150 for No. 10's and \$135 for No. 20's was reached. Thereafter, with an improvement of conditions in India, stimulation of demand in China, and a better exchange favouring imports, steady and unbroken advances were established up to July. By this time, however, fresh disturbances broke out in the interior, adversely affecting consumption. Nevertheless, despite a slight break in November, prices remained steady until the end of the year. Japanese competition, which would otherwise have been a formidable factor, was reduced owing to self-imposed curtailment of production in Japan. Shanghai yarns continued to make headway in most of the southern provinces. Piece goods merchants again had an unprofitable year. During the first six months the market was almost stagnant, and it was not until July that any business was done, and then only in a small way. Merchants had been selling their stocks at prices far below their replacing cost, and when it came to ordering forward, dealers were reluctant to give higher prices, with the result that only a moderate business materialised. During the last two months of the year there was a further improvement, but it will be some time yet before the position reverts to what it was in pre-war days.

Refined sugar was in demand throughout the year, but at falling prices. Competition from Japan and Java, and a very weak market in India, due to a large influx of cheap competing sugars, caused a very poor all-round demand. Prices for raw sugar fell steadily until the end of the year, when the lowest value was reached—Guilford 12 per picul for Java Whites, Guilford 10 per picul for Java Browns, and Gold 82 per 100 pound for Cuban sugar. Cuba was the chief cause of the heavy drop in values. It appears that a surplus of about 1,000,000 tons, remaining unsold, was carried forward to the new crop of 1921-22, now commencing to come in. Owing to this congestion, the Cuban old crop was sold as low as 10s. 6d. per hundred weight c.i.f. European ports, or well below 2 gold cents per pound f.o.b. Cuba. It was rumoured that an arrangement was being made in America between producers and refiners to melt and refine the bulk of this surplus, but so far only 250,000 tons appear likely to be so treated. The Java position is more healthy, for the reason that the Java Trust has already disposed of all the available surplus of the 1921 crop, in addition to some 120,000 tons of that for 1922.

Fighting in Kwangsi seriously affected business in kerosene oil, and to a less extent, in fuel oil, and of fuel oil, however, suffered still more through a reduction in the demand for bunkers in Hongkong, where the effects of the shipping slump and the reduction in the price of coal made themselves felt. The second half of the year saw Cardiff coal entering into local competition. A Reuter cable actually mentioned a price as low as 50s. per ton f.o.b. Japanese mine owners, fearing that Cardiff coal would flood the local market, reduced prices to compete. This reduction benefited shipping by reducing operating expenses, but otherwise the year was a bad one for shippers. The value of tonnage fell to about a fifth of what it had been, owing to a world-wide depression in trade and to large sales of ex-German vessels. Those who bought steamers during the recent boom must have lost heavily. Owing to lack of rain, the harvests were generally poor on the Chinese side of the frontier. A decrease of 30 per cent. on rice, wheat, and sugar cane, of 40 per cent. on groundnuts, and 50 per cent. on fruit is reported.

REVENUE.

(a.) *Junks, etc.*—The revenue under this heading again shows a considerable increase on the preceding year. Including 10 per cent. famine relief surtax, it amounts to Hk. Tls. 301,234; excluding surtax, it still amounts to Hk. Tls. 273,695, as against Hk. Tls. 238,020 in 1920, a figure which was at that time quoted with satisfaction. Likin inwards again shows a considerable increase—some 30 per cent. over the preceding year, even without surtax.

(b.) *Railway (Canton-Kowloon).*—The railway again shows a record figure. Excluding surtax, the collection amounts to Hk. Tls. 141,459, as against Hk. Tls. 129,130 in 1920. With surtax, it amounts to Hk. Tls. 153,497. A noticeable feature of the collection is the relative increase in export duty. In 1920 this amounted to not more than a quarter of the import duty, whilst for the year under review it amounts to nearly half the latter. This is due largely to increased silk exports from Canton.

FOREIGN GOODS.

(a.) Imports, Direct and Consignee.

(i.) *Junk borne.*—Figures for the year under review run somewhat to extremes. Goods intended for districts where comparative peace prevailed show, in many cases, large increases, while goods destined for distribution in areas disturbed by the Kwangtung-Kwangsi conflict show a decrease, as in the case of kerosene oil, both American and Sumatra, of which a total of 847,810 gallons was imported, against a total of 860,280 gallons in 1920. The increased manufacture of native matches again accounts for a decline, from 126,353 gross in 1920 to 35,538 gross in 1921, in importations of the foreign kind. On the other hand, imports of hardwood timber have increased from 336,010 to 688,400 cubic feet and tobacco from 32,104 to 62,388 piculs, the increase being mainly in leaf tobacco. Imports of silk piece goods increased from 4,548 to 23,347 catties. It is said that these goods are actually Chinese, sent to Siam to be dyed and returned by junk on account of the lower rate of duty payable when so carried. The influence of favourable duty rates on the junk trade is again evident in the case of leather, imports of which amounted to 98,155 piculs, an increase of 50 per cent. on 1920 and of 100 per cent. on 1910. Importations of electric plant and of machinery for the Canton Waterworks are mainly responsible for an increase, from Hk. Tls. 4,210 to Hk. Tls. 101,061, in the value of machinery passing our stations. The demands of steam fisheries and factories generally raised imports of coal from 197,955 to 220,203 tons.

(ii.) *Rail borne.*—As in the case of junk-borne trade, and for similar reasons, imports of kerosene oil and matches decreased considerably. Imports of matches, indeed, fell from 506,089 to 70,168 gross. Imports of soap declined in value from Hk. Tls. 76,549 to Hk. Tls. 24,727. Increased manufacture of this commodity in China may account for this decline. Imports increased in the case of cotton blankets, machinery, electrical materials, other goods, but, on the whole, imports were not quite up to the previous year's figures. The reason for this is to be found mainly in decreased demand from China.

(b.) Re-exports.—No remarks.

CHINESE GOODS.

(i.) *Exports abroad.*—(a.) *Junk borne.*—Hemp bags were in great demand in Canton, from which place they were exported to Hongkong and returned with shipments of rice. This accounts, in the main, for an increase from 1,550,537 to 3,467,706 pieces under the heading "Bags of all kinds." The export of firewood from Wuchow to Hongkong being affected by disturbed conditions in the former district, this commodity was exported largely by junk from the North River and East River, with consequent increase in our figures from 566,791 to 1,239,897 piculs. Increased building operations within the territory account for large exports of bricks and tiles and timber poles. The sugar cane crop suffered through drought, and exports under this heading declined in consequence. A drop from 3,721,313 to 987,100 pieces in the export of Chinese paper is accounted for by decreased manufacture of these articles owing to high cost of materials and labour.

(ii.) *Rail borne.*—That the facilities offered by the railway in connection with the handling of cargo are beginning to be realised by the public is proved by the increasing value of exports, which rose from Hk. Tls. 1,372,815 in 1920 to Hk. Tls. 2,162,048 in 1921. Of this sum, Hk. Tls. 1,348,000 are accounted for under the heading waste silk and cocoons. Exports of waste silk increased from 602 to 11,585 piculs. Still more remarkable is the increase from 2 to 2,651 piculs in the case of cocoons. Raw silk made its appearance with a total of 44 piculs for the year. Another large increase—from 28,300 to 141,540 pieces—will be noted in the case of bricks and tiles. The bulk of exports, especially of silk, is examined and pays duty on arrival at Kowloon. The wagons unloaded direct into the railway godowns, and the goods, after passing the Customs wharf, a very short distance away, whence they are conveyed to the godowns of the consignees or to the exporting vessel. Strange as it may seem, our returns nevertheless indicate that the advantages offered by this railway system are better understood in Canton than here.

PASSENGER TRAFFIC.

The number of passengers proceeding to and from China by rail and water totalled 1,130,169, as against 859,267 during 1920. Of this total, 836,312 travelled by rail and 293,857 by water.

GERMAN WAR CRIMINALS TO BE TRIED IN FRANCE.

The announcement was made last month that the French Government, tired of the parody of justice at Leipzig, where the German war criminals were tried, had decided that they shall be judged by French tribunals. It is stated that the Courts-martial of the 1st, 6th, and 20th Army Corps districts have been ordered to make an investigation of crimes committed by the Germans in their regions, and that the trials of the persons implicated will take place before October. Numerous witnesses have to be heard, and in the meantime it is said that several important arrests will be effected. The court-martial at Nancy will, it appears, have its hands full, for it will not be fewer than fifty accused, who include superior officers and even generals. The ex-Crown Prince Rupprecht of Bavaria, who commanded before Nancy, is held to be responsible in a large measure for the crimes committed at Nancy, Lunéville, Gerbeville, and other places. Other trials will be held in October at Lille and Châlons-sur-Marne.

A CANADIAN ROMANCE.
1,250 MILES WITH DOG TEAMS.

The *Imperial Oil Review* has a vivid story of the remarkable journey of Ronald MacKinnon from the Imperial Oil Camp, near Fort Norman, to Fort McMurray. The distance is 1,250 miles, and he covered the last 113 miles without rest or sleep. MacKinnon, it is explained, is a man of 5ft. 7in., and weighs 125lb. For many years he has been in the farthest North. He knows the waterways and the trails, winter and summer. In 1920, just returned from France, he went north to Great Slave Lake, and spent the summer there, returning in the autumn of that year. In 1921 he went in again ahead of the main Imperial Oil Company's party to look after the forwarding of supplies, and the preparations for the main outfit which was to come down on the first boat. By previous arrangement, he was the winter courier, delegated to bring the dispatches from the winter camp of the company in the Fort Norman country.

Leaving Bear Island on January 29th with a team of five dogs, and dressed in the Eskimo equipment of caribou skin parka and trousers, with snowshoes and moccasins, he set out for the south, 1,250 miles away, accompanied for the first part of the journey by a mail runner returning light to Wrigley. The going was bad and the weather was cold. The river had frozen in hummocks and chunks that made travelling very difficult, and the thermometer held persistently at 40deg. to 60deg. below for many days.

THE SHORT DAY.

The posts in that region are far apart and where no cabin can be reached, which is as often as not, the traveller turns a toboggan on edge, curls up in his blankets and sleeps in the snow. The dogs snuggle round and help him to keep warm. The daylight is short in the winter season—10 a.m. to 2.30 p.m.—and darkness when it comes, is intense for the first two hours and descends very suddenly. The traveller usually gets about 5 to 6 o'clock in the morning, cooks a breakfast in the snow (and it has to be a pretty substantial breakfast, for the low temperature burns up food in the human engine at a most unbelievable rate), harnesses the dogs, gets the outfit together, and takes the trail—if there is such a thing. In the dark travelling is difficult.

To follow the trail, where it has been drifted over with the very hard snow, it is often necessary to carry a "bug." This is a candle pushed up through a hole punched in the side of a tomato can and carried horizontally from a handle of string or wire. It acts as a kind of primitive dark lantern. Where the river is rough progress is very toilsome. In places it is necessary to chop a way through the piled-up hummocks of ice. According as the thermometer drops the toboggan pulls harder. At 50 deg. below the snow is as brittle as sand. On this surface the toboggan weighs about a ton. The brittle snow will cut the dogs' feet so that a few miles at one trip is all that can be expected of the best of them. On some occasions the winter travellers put moccasins on the dogs to save their feet, and on all occasions the traveller will take a relay of dogs at every opportunity.

Ronald MacKinnon was well equipped. A very fine team of dogs had been assembled at the Imperial camp during the summer, and winter travelling in the north was by no means a new experience to him. But, strange as it may sound, the first two or three days is always the time of greatest trial to the traveller, and it was no exception here. The snowshoes have a way of blistering the feet until the wearer is almost ready to scream with agony. The digestive system is not yet attuned to the tremendous mastication called for by the low temperature and strenuous physical exertion. The searching winds find every aperture in the parka. And there is the ever-present recollection of the comfortable camp so lately left behind. By the time the Imperial Oil courier had reached Fort Norman, which is just fifty miles above the camp, his feet were in the condition which northern travellers consider normal for the first few days.

But a day's rest, and on February 1st they were again away. This time the party was enlarged. There were two officers of the Royal North-West Mounted Police Patrol, and an Indian runner accompanying them, commissioned to bring in a trapper who was reported to have gone crazy and to be a menace to life at his cabin about halfway between Norman and Wrigley. And as a sort of routine incident, they were to take over the camp of another trapper, twenty miles below Wrigley, who had not been seen since last September.

THE LOST TRAPPER.

What happened to the lost trapper will probably never be known. No doubt some grim untimely conflict with a moose or bear brought about his end. So far as the records show, the north has swallowed him up. But in the case of the man reported crazy there was a touch of comedy. Fighting his cabin the ninth day out, after a hard stretch of travel, the police prepared for the worst. Crazy men in the north are usually dangerous and all trappers are armed.

At this point two men, the reported lunatic and another, worked out on traplines strung from opposite sides of the river. Each had a cabin on his own side as a base of operations. Approaching watchfully, the Imperial courier, at the head of the procession, saw a man emerge from the cabin where the individual reported to be crazy lived. Very methodically he set out across the river. Then a second man stuck his head out from behind the corner of the cabin, and, seeing the patrol coming, suddenly jumped back and appeared to go indoors again, as though to hide.

The outlook was sinister. The patrol stopped in its tracks. The lone sentinel came on. Within halting distance question and answer brought out that he was the individual reported to be crazy. But the man appeared sane. The circumstances did not fit the expectations.

The police turned the man around and started with him back to the cabin, when they noticed the second person snowshoeing his way across the drifts. He, too, raised some apprehension on account of his seeming strange action in jumping back into the cabin. A Northerner, at all times, comes forward to greet a stranger, for there are few of them on the trail in the depth of winter. The second man, too, was taken in charge.

Entering the cabin everything was found neat, clean, and ship-shore. The fire was cozy. A savoury stew added fragrance to the homeliness of the surroundings. The gramophone was set buzzing. However, the officers were there to do their duty. All hands sat down on the log benches and there gathered about the howl table the strangest commission in lunacy that has been added to the annals of the north. The examination was brief and the *dénoûment* came with startling illuminations.

The alleged crazy man had had a partner. The partner had found the isolation of a trapper's life too much for the nerves and had taken the trail for Wrigley. Arriving there, he realised that no *frimley* *alibi* would do to justify his desertion of his partner in the dead of winter. So probably thinking it unlikely that the officers would travel in such weather, he thought to arrange a few weeks' respite, and the hospitality of the Royal Mounted Police by graphic recital of the story that his partner had gone crazy. The laugh came when the police, who had been visiting for the day, were asked why he had fled back to the cabin. "Why," to get my snowshoes," was to reply.

The night was spent in the trapper's cabin in a general exchange of news and gossip. The next traveller passing would pick up whatever items were dropped and carry them on. This is the "moccasin telegraph" of the north, sometimes incredibly swift and unbelievably accurate. But by no means spacious. When time came to spread the bedrolls, the store had to be turned sideways and wedged into the corner to give room to lie down. They build for utility, not for grandeur, in the north.

Just below this cabin there is one of the strange freaks of the northern winter. For five miles, from the point where the Blackwater, a river from the east about one hundred feet wide, joins the mighty Mackenzie, the big river is open for five or six miles. With a temperature of 50 deg. below and the whole country in the grip of winter, it is surely a strange sight to see the water flowing and the fog rising as though in July. But it is so every winter. The explanation awaits the scientist.

THE COURIER'S DIARY.

A recital of all the incidents of Ronald MacKinnon's twelve hundred mile trip, made at an average rate of twenty miles a day, would use much space. But there are certain extracts from his diary which cannot be omitted.

Here are the excerpts from the diary: "Monday, March 26th.—Had fairly good sleep, but willows not much good for making breakfast. Manager to make cup of tea. Away at 6 a.m. Guide evidently has no idea where we are at. Still cloudy, with just occasional glimpse of sun to give direction. Travelled late where we took to lake Sunday afternoon. Safest to follow back to starting point and get bearings. Camped 2 p.m. at Indian shack half-mile from where we took to the lake.

"Wednesday, March 22nd.—Got up at 5 a.m. Temperature about 43 below. Cooked breakfast—bacon, beans, moccasin-banquet, tea. Harnesses dogs. Got started at 6 a.m. Trail badly drifted making slow going. Travelled all night, stopping every three or four hours for an hour's rest for dogs. Had to walk ahead of dog team with a candle lantern in order to stay on old trail. Made forty miles by midnight.

"Thursday, March 23rd.—Having travelled all night, reached Old Fort Mackay 9.15 a.m. Had to leave dog-team and driver here as both were played out and unable to go further. Secured another team of four dogs from half-breed trapper and reached the present site of Fort MacKay at 1.30 p.m. Secured another team here from the Hudson's Bay Factor and arrived at McMurray at midnight. Made seventy-two miles.

AIR FORCE IN INDIA.

SIR JOHN SALMOND'S VIEWS.

Air Vice-Marshal Sir John Salmond who recently visited the North West Frontier of India with General Sir Claud Jacob, Chief of General Staff, has returned to Simla to write his report, which will, in the first place, be submitted to the Commander-in-Chief who will pass it on to Government of India in order that it may be sent home. Sir John was to leave Simla on September 7th, for Mesopotamia to take up command of all troops in that country.

Interviewed by an Associated Press representative, Sir John said he had had a most interesting tour of a month on the Frontier. He admitted that for a long time India had been woefully behind the times with regard to equipment of its Air Force, and that the position was still very bad, but, he said, stores and equipments had recently been coming out and within a period of a few months he expected there would be about seventy active machines in the country. He thought one hundred active machines with, of course, necessary reserves would meet the requirements of India on the Frontier. The present supply of bombs in India was ample. In his opinion, a well equipped and efficient Air Force in the vicinity of the recalcitrant tribes more effectively, and more economically than military forces had been able to during the last sixty or seventy years. Sir John Salmond expressed much delight at the recent grant of two million sterling for the Air Force in England.

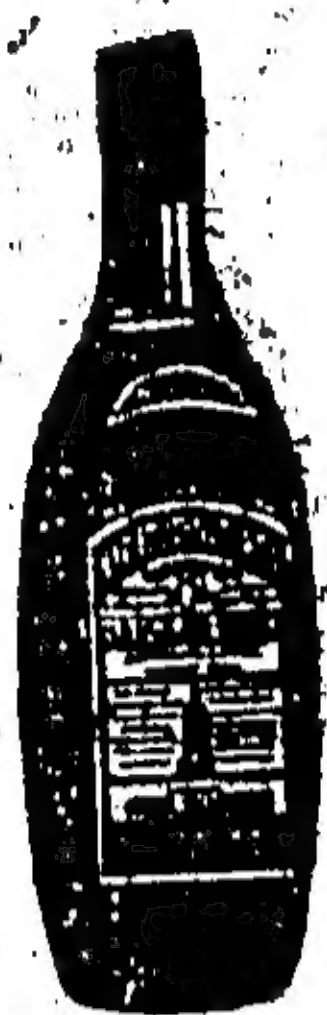
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MARRIAGE.

IS IT A FULL TIME JOB FOR WOMEN?

"It certainly isn't a full time job for Mrs. Oliver Strachey, Editor of the Women's Leader, member of the staff of the League of Nations Union, and Parliamentary candidate for the Brentford and Chiswick Division, and a host of other things.

"In my case," said Mrs. Strachey to a Press representative recently, "marriage is only one job out of three or four. And there's time for them all."

"How much time do you spend at home?"

"It varies. It depends on what there is to do. On the average, probably it doesn't amount to a great deal."

"Have you any children?"

"Two, Girl of ten and boy of five. The girl is at boarding school and the boy has a governess."

"Probably—don't you think—one ought to be interviewing them?"

"Yes, I daresay," she laughed. "But I can tell you something: the girl said the other day, 'I do hope, mummy, that you'll get into Parliament, because then I can see you at Madame Tussaud's.'"

"Do you see much of them?"

"As much as is good for them—and for me."

"I hope you don't mind being cross-examined like this."

"Not in the least. It's all for the good of the cause."

"What cause?"

"The women's cause; the mother's cause."

"And the children's cause?"

"Yes. Why not? I'd be sorry for my children if they had to be with me all day. We should get on each other's nerves. It's better for all of us not to be always together."

"Probably you've noticed that A. S. M. Hutchinson—the 'If Winter Comes' man—has just published another novel in which all the children of a modern freedom-loving type of mother come to the end."

"Mr. Hutchinson isn't a mother," said Mrs. Strachey grimly.

"He might change his views if he were?"

"No, I hope so. How is it that the first thing a woman does when she has enough money is to get someone to look after the children? And I'm not aware that they all come to a bad end."

"What of the six children of Lady Astor? As far as I know they haven't yet committed any serious crime. In my opinion a mother with plenty of outside interests and activities makes a better companion for her children."

The other point of view is expressed by Mrs. R. L. Lammie Yates, who resigned her seat on the London County Council because she felt that she was devoting too much work time and energy that should be given to home.

"It became apparent to me," she said, "that I could continue my public work only by depriving my family of certain rites which it is the peculiar privilege and duty of a mother to perform."

"Yes, rites—not rights" added Mrs. Yates. "The word has a distinct meaning, and includes many things, all the indescribable little moments, all the things which mother only can do."

A WAR ROMANCE.

MUNITION WORKER AND TITLED MAN'S SON.

"The war (a) romance of an attractive-looking Stranraer widow, Mrs. Janet Nichol, has had a remarkable sequel. She has just learned that she is heiress to a fortune of £25,000, left by her husband, David Nichol, who served in the Canadian Forestry Corps."

In 1915, Mrs. Nichol, or Miss Alexander, as she was then, secured a situation in the munition factory in the romantic village of Greta Green. Two months later, she attended a dance given by Canadian soldiers camped in the district, and in the course of the evening met the man who was to be her husband. It was a case of love at first sight, and in six months' time, on December 3rd, 1916, the couple were married in Greta Green Parish Church. Her husband died from wounds received in France.

Mrs. Nichol returned to her parents in Stranraer, entirely ignorant as to the address of her husband's relatives. After the armistice, she became housekeeper to Mr. Corbett, farmer at Errie, near Stranraer. In May this year she replied to an advertisement in a local paper, in which a brother of her dead husband asked her to communicate with him.

Shortly afterwards, she was informed that her dead husband was a son of the late Sir Thomas Nichol, of Toronto, and that she was heiress to the fortune. Her little son, of the marriage, has had £12,000 settled on him by his uncle.

Questioned as to her future plans, Mrs. Nichol said she had arranged to get married again prior to her good fortune, and explained that the lucky man was Mr. Corbett, her present employer.

"She is only 29 years of age, and at the time of her marriage was entirely unaware of her husband's distinguished parentage."

Mary Agnes Vitchestain, a fourteen-year-old Pittsburgh evangelist, is attracting thousands by her outspoken sermons. Addressing a congregation in Boston, she said, "You are going to hell by the thousand every day, and brains won't save you. You think you are educated, refined, and cultured, but you are not. You are a bunch of deluded fools. Boston is following the devil's garbage wagon of materialism."

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RESPIRE FOR "FLAPPERS."

The Chairman of the Standing Committee of the House of Commons, last month, ruled out of order the amendment to the Criminal Law (Amendment) Bill moved by Mr. F. A. Marquis in which he proposed that "every female of the age of sixteen or under shall wear her hair either loose, or plaited, or hanging down her back. Any female wearing her hair up is liable to penalties under the Act and upon a third conviction will be confined to the Borstal Institution until she has reached the age of sixteen."

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On Hands and Arms. Formed Blisters. Unable To Sleep.

"I burned my hands and arms causing terrible itching and burning which formed little blisters. I was unable to sleep nights. Through rubbing the blisters they broke, causing the skin to dry and crack, and my hands began to look awful."

"I saw a Cuticura Soap and Ointment advertisement and sent for a free sample. I got relief so I bought a cake of Cuticura Soap and a box of Cuticura Ointment and after one month's treatment I was healed." (Signed) Mr. F. Mew, 18, Cookham Hill, Borsal, Rochester, Kent, Eng.

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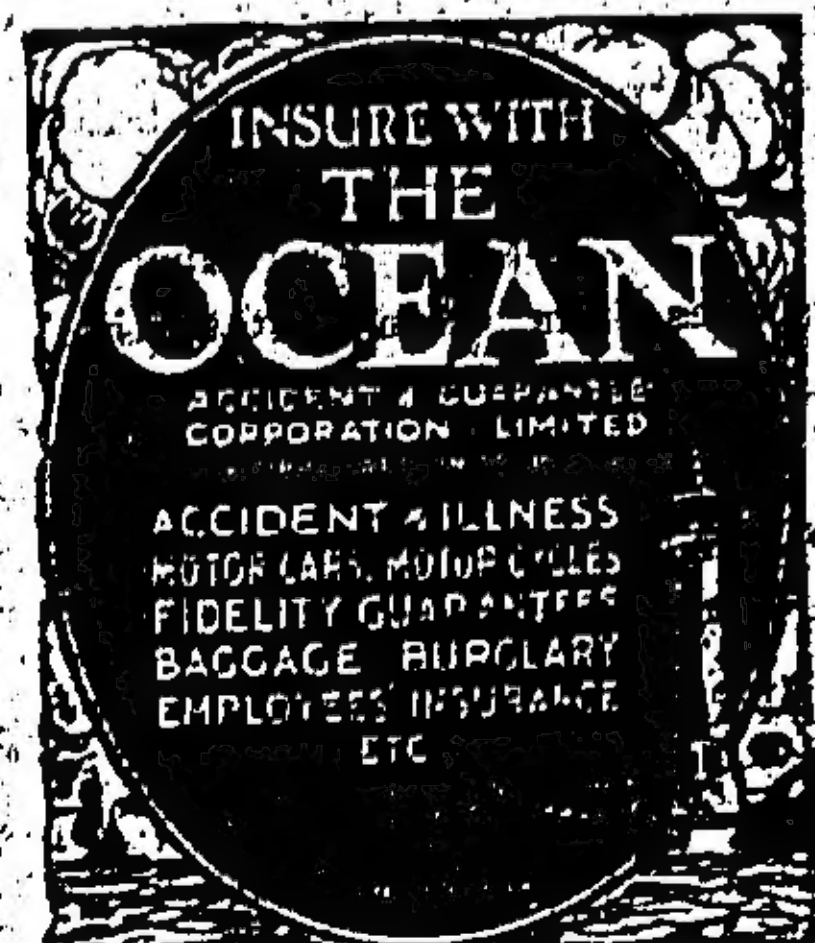
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11

**LLOYD'S STATEMENT OF
WRECKS.**

VESSELS ADVERTISED AS LOADING

VISITORS AT HOTELS

al summary o

September 25th.

Sundang, Danish m.s., 1,725 tons. Capt.
N. M. Jessen, from Swatow, with a
general cargo.—John Manners & Co.
City of Lincoln, British str., 3,783 tons.
Capt. D. L. Lloyd, from Keelung
with a general cargo.—Bank Line.
Hiyodori Maru, Japanese str., from
Canton.

Kwangle, Chinese str., from Canton.
 Liangchow, British str., from Canton.
 Naurang, British str., 2,899 tons, Capt.
 A. D. Hopkins, from Singapore, with
 a general cargo.—H. M. H. Nemazeen
 Oosterk, Dutch str., 5,001 tons, Capt. J.
 Patjer, from Manilla, with a general
 cargo.—J. O. J. L. --- tons, Cap.

Pacific, Danish cable-ship, from Shanghai.—*Gre*
Fulcrum, from Shanghai.—*Northern Telegraph Co.*
Kan Oversteden, Dutch str., 2,334 tons.
Capt. J. J. Claassen, from Singapore
with a general cargo.—*J.C.J.L.*
Fulcrum, Dutch str., from Canton.
Intahing, British str., 1,424 tons, Cap.
N. W. Van Courtlandt, from Taiwan.
—*N. W. Van Courtlandt*, with a general cargo.—*J.M.C.*
Hing, Chinese str., from Canton.

CLEARANCES

September 25th.

Chakrang, for Swatow.
Hayang, for Canton.
Hyodoru Mori, for Hongay.
Hydrang, for Swatow.
Kang Yuen, for Swatow.
Ningyu, for Saigou.
Omkehr, for Shanghai.
President Jackson, for Manila.
Sanku Mori, for Singapore.
Tang Mori, for Canton.
Tato Mori, for Chingwangtao.
Tatsukasa, for Nagasaki.
Taygensin, for Singapore.
Yekunui, for Amor.
Wingang, for Canton.
Yuen Hing, for Saigou.

PASSENGERS.

ARRIVALS.
Per s.s. Yatsking, on September 25th:--
Mr. Campbell.

DEPARTURES.

Per B. s. s. *Torilla*, on September 24th:
Mrs. J. Hull, Mr. R. B. Seem, Mr. and
Mrs. A. E. Zuckner, Mr. Charles Craib;
Mr. H. S. Abdeally.

Per Blue Funnel s. s. *Touregias*, on
September 25th:—Mr. and Mrs. Mc-
Micken, Mrs. D. E. Donnelly, Mr.
F. H. Davies, Miss F. W. Wakfield,
Mrs. B. T. Boothby, Mr. A. V. Hogg,
Mrs. C. C. Harris, Miss T. Krochitch,
Mr. C. H. Soper, Mrs. A. Chalmers, Miss
G. Harlow, Rev. and Mrs. J. Hinds, Mr.
W. A. Kay, Miss M. C. King, Mrs. M.
Rich, Mrs. O. Mamen, Major and Mrs.
C. H. Page, Miss N. M. Russell, Mrs.
J. H. Smart, Miss S. Smythe, Mrs. C.
Tod, Mr. and Mrs. S. C. Taylor, Mr.
H. G. N. Walker, Mr. L. Ross.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Canada* arrived at Shanghai on September 25th, at 1 p.m., left at 5 p.m., and is due at Kobe on September 27th, at 6 p.m.

The P. & O. Co.'s s.s. *Macedonia* left Shanghai for this port on September 23rd, at noon, and is due here on September 25th, at about 6 a.m.

The R.M.S. *Empress of Russia* arrived at Shanghai on September 22nd, at 2.30 p.m., left on September 23rd, at 11 a.m., and is due at Manila to-day (September 26th), at 6 a.m.

The N.Y.K. s.s. *Onoko Maru* (Calcutta line) left Calcutta for Hongkong via Singapore on September 23rd, and is expected here on October 10th.

The N.Y.K. s.s. *Akita Maru* (Bombay line) left Sydney for Hongkong via Singapore on September 23rd, and is expected here on October 10th.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due October 19th.
Bellerophon (Blue Funnel), due October 19th.
Bennhor (Ben Line), due Sept. 27th.
Changha, due October 20th.
Empress of Russia, due Sept. 28th.
Fushimi Maru (N.Y.K.), due to-day.
Helene (Blue Funnel), due to-day.
Morioka Maru (N.Y.K.), due Sept. 28th.
Polphemus (Blue Funnel), due October 6th.
President Wilson (P.M.), due October 10th.
President Wilson (P.M.), due Sept. 30th.
Protestant (Blue Funnel), due October 13th.
Tangier, due Sept. 30th.
Tangier (Blue Funnel), due October 12th.

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Memorandum A. S. WATSON & SONS

The statistical summary of vessels totally lost, broken up, condemned, &c., now published by Lloyd's Register, shows that during 1921, the gross reduction in the effective mercantile marine of the world amounted to 559 vessels, of 674,237 tons, excluding all vessels of less than 100 tons. Of this total 344 vessels, of 536,537 tons, were steamers and motor vessels, and 215 of 137,720 tons, were sailing vessels. The statistical tables show that strandings and kindred casualties which are comprised under the term "wrecked," are the most prolific cause of disaster. To such casualties are attributable 45.16 per cent. of the losses of steamers and motor vessels, and 83.1 per cent. of the losses of sailing vessels last year. The Register points, out the cases of abandoned, foundered, and missing vessels are, no doubt, frequently more or less similar in the circumstances of loss. If these be taken collectively they form 30 per cent. of the steamers and motor vessels and 35½ per cent. of the sailing vessels removed from the mercantile marine during 1921, owing to casualty. The amount of tonnage broken up, dismantled, etc. (not in consequence of casualty) in 1921 was 93,481 tons. During the last twenty years (excluding the five war years 1914-18), the average percentage of loss of United Kingdom vessels only amounted to one per cent. of the tonnage owned.

WEATHER REPORT

Sept. 25th, at 11.32—"Pressure" has decreased considerably at Vladivostok and slightly over Japan. It has increased moderately at Manila and is nearly stationary at other reporting stations.

In the absence of observations from Indo-China it is not possible to give definite information concerning the typhoon in the China Sea. It is probably continuing on a W.S.W. track, however. Another may be forming to the north of Ynp.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 25th Sept., 0.00 inch

Total since January 1st, 66.13 inches, against an average of 74.23 inches.

The forecast for the 24 hours ending a noon to-day is as follows:—

DIRECTIONS

FORECAST

HONGKONG METEOROLOGICAL REGISTER.

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.80	29.81	29.86
" " Temperature	83	77	84
Humidity	69	79	68
Wind Direction	ESE	E	E
" Force	B	I	C
Weather	B	B	B
Rain	0.01	0.00	0.00
Highest open-air Temperature on 24th			
" " air Temperature on 25th			

HONGKONG TIDE TABLE.

From 18th Sept. to 2nd Oct., 1942.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Standard Time.	Height.	Days of Week.	Days of Month.	H'kong Standard Time.	Height.
Tues.	25	11 03	9 9	Tues.	26	11 03	9 9
Wed.	27	1 13	8 5	Wed.	27	1 13	8 5
Thurs.	28	1 38	8 5	Thurs.	28	1 38	8 5
Fri.	29	1 43	8 4	Fri.	29	1 43	8 4
Satur.	30	1 12	8 3	Satur.	30	1 12	8 3
Sun.	1	5 48	8 3	Sun.	1	5 48	8 3
Mon.	2	7 45	8 5	Mon.	2	7 45	8 5

BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

WATER LEVEL IN ENGLISH WEIR AT 10 A.M.

Place of Observation.	1923.			
	Highest W. L. ever recorded.	Lowest W. L. ever recorded.	W. L. Sept. 19.	W. L.
Wachow, F.	Feet.	Feet.	Feet.	Feet.
River	+78.50	-2.42		
Kongmoo, F.				
River	+14.70	-0.80	6.40	6.40
Linkongbow, N.				
River	+57.00	—	5.50	5.50
Bamshai, N.				
River	+27.35	-5.00	6.30	6.30
Shekiung, E.				
River	+15.15	-0.98	4.50	4.50

Engineer-in-Chief.

ON SALE

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December 1921.
With INDEX, Price \$7.50.
On sale at the *Hongkong Daily Press*.

HAMBURG via LONDON & ROTTERDAM		Matsunoto Maru	Jap.	Nippon Yusen
BOSTON & NEW YORK via SUVA		City of Lincoln	Brit.	The Bank Line
NEW ORLEANS & BOSTON		Slaric Prince	Brit.	Princo Line
SAN FRANCISCO		Dovey	Am.	Struthers & Burdett
SAN FRANCISCO via SHAL & JAP. PORTS & H.L.V.		President Wilson	Am.	Pacific Mail S.S.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.		China	Am.	Cable Mail S.S.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.		Empress Russia	Brit.	Canadian Pacific
VICTORIA, SEATTLE & VANCOUVER via SHAL, J. PORTS,		Shizuka Maru	Jap.	Nippon Yusen
VICTORIA, VANCOUVER, SEATTLE & TAOOMA		Albatross Maru	Brit.	Ozaka Shosen
VICTORIA, SEATTLE & VANCOUVER		Takamatsu Maru	Brit.	Butterfield & Swire
VANCOUVER via SHANGHAI & JAPAN, &c.		Empress Russia	Brit.	Canadian Pacific
MARSEILLES, LONDON & ANTWERP		Kalyan	Brit.	P. & O. E. L.
MARSEILLES via HAIPHONG, SAIGON, SPAIN, &c.		Anghor	Front.	Messageries M.
MARSEILLES, LYON, ANTWERP via SINGAPORE, &c.		Kashima Maru	Jap.	Nippon Yusen
LONDON, ROTTERDAM & HAMBURG		Leonodon	Brit.	Butterfield & Swire
LONDON, AMSTERDAM & ANTWERP		Poleus	Brit.	Butterfield & Swire
LONDON, ROTTERDAM, HAMBURG & GLASGOW		City of Sydney	Brit.	The Bank Line
GENDON, LONDON, ROTTERDAM, ANTWERP & HAMBURG		Glencliffe	Brit.	Jardine, Matheson & Co.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW		Tydeus	Brit.	Bateman & Co.
ROTTERDAM, AMSTERDAM & HAMBURG		Gemma	Brit.	Java-China-Java
HOMBAT, MARSEILLES, LONDON & ANTWERP		Macdonia	Brit.	P. & O. E. L.
CALCUTTA via SINGAPORE, PENANG & RANGOON		Morika Maru	Jap.	Nippon Yusen
STRAITS & CALCUTTA		Fookang	Brit.	Jardines, Math.
SINGAPORE & BELAWAN-DELI		Overstraton	Dut.	Java-China-Java
BRINDISI, VENICE & TRIESTE		Tristram	Brit.	Dodwell & Co.
WEIHAIRUI, CUNFOO & TIENTSIN		Kuching	Brit.	Butterfield & Swire
HAIPHONG via HONKOW & PAKHOE		Talkva Maru	Jap.	Yamashita Kisen
KEELUNG via SWATOW & AMOI		Hozumi Maru	Jap.	Yamashita Kisen
SANDAKAN		Manung	Brit.	Jardine, Math.
AUSTRIAN PORTS via MANILA		Yoshino Maru	Jap.	Nippon Yusen
AUSTRIAN PORTS		Araruta	Brit.	P. & O. E. L.
TSINGTIAN via SPATON & SHANGHAI		Wingsang	Brit.	Jardine, Math.
SHANGHAI, KOBE & YOKOHAMA		Fushimi Maru	Jap.	Nippon Yusen
SHANGHAI, KORE & YOKOHAMA		Azay le Rideau	Brit.	Messageries M.
SHANGHAI & JAPAN		Dongola	Brit.	P. & O. E. L.
SHANGHAI		Trieste	Dut.	Dodwell & Co.
KOBE		Tientsinsang	Dut.	Java-China-Java
BANKER & BATAVIA		Loisang	Dut.	Jardine, Math.
CALCUTTA, SINGAPORE & RANGOON		Loisang	Dut.	Java-China-Java
BANGKOK via SWATOW		Triton	Brit.	Ozaka Shosen
SWATOW & BANGKOK		Saigon Maru	Jap.	Jardine, Math.
SWATOW & FOOCHOW		Drufur	Brit.	Butterfield & Swire
SWATOW, AMOI & FOOCHOW		Kaying	Brit.	Douglas Les.
MANILA		Hankong	Brit.	Douglas Les.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.		Haichang	Brit.	Jardine, Math.
MANILA, CEBU & ILOILO		Longsang	Brit.	Struthers & Burdett
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	From England	Arrive Vancouver		From Canada	Due England
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 25	Nov. 13	Empress France	Nov. 23	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 23	Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland	Dec. 12	Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France	Dec. 28	Jan. 3
Empress Australia	Dec. 22	Jan. 9	Empress Scotland	Jan. 17	Jan. 23
Empress Canada	Jan. 13	Jan. 29	Empress Scotland	Feb. 6	Feb. 13

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Sept. 30th Oct. 23rd Nov. 27th

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S.S. "GORJISTAN" S.S. "GORJISTAN"
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya
Sept. 28th Oct. 7th
S.S. "ARMANESTAN" S.S. "ARMANESTAN"
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Sept. 28th Oct. 28th

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SHIDZUOKA MARU	(calling Keelung)	Saturday, 30th Sept, at 11 a.m.
YOKOHAMA MARU		Monday, 23rd Oct, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c

KASHIMA MARU		Friday, 29th Sept, at 11 a.m.
HAKONE MARU		Friday, 13th Oct, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM

Thursday, 23th September.

LIVERPOOL via MARSEILLES.

Second half of October.

TOYOHASHI MARU

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU		Tuesday, 17th Oct, at 11 a.m.
AKI MARU		Tuesday, 14th Nov, at 11 a.m.

NEW YORK, via PANAMA

End of October.

MATERASHI MARU

NEW YORK via Suez.

SIO DE JANEIRO, SANTOS & BUENOS AIRES via CAI E

BOMBAY via Singapore and Colombo.

AWA MARU		Thursday, 10th Oct.
CALOUTTA	via Singapore, Penang & Rangoon.	
MARIOKA MARU		Friday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA

AKI MARU		Friday, 13th Oct, at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA

FUSHIMI MARU		Wednesday, 27th Sept, at 4 p.m.
MISHIMA MARU		Thursday, 12th Oct, at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA,**
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"Dewey"	Due Hongkong	24th Oct.
	Leaves Hongkong	26th Oct.
"Elkridge"	Due Hongkong	8th Nov.
	Leaves Hongkong	8th Nov.

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"Elkridge"	Due Hongkong	28th Sept. (not calling at Saigon).
	Leaves Hongkong	1st Oct.
"West Prospect"	Due Hongkong	18th Oct. do.
	Leaves Hongkong	18th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

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of the MEETINGS of the
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Revised by the Members.

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S.S. "CITY OF TOKIO" ... 30th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg & Glasgow.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 S.S. "CITY OF SUEZ" ... mid. March ... Marseilles & London.
 S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

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S.S. "CITY OF LINCOLN" ... via Suez Canal ... 26th Sept.
 S.S. "ANTIOCHUS" ... via Suez Canal ... 5th October.
 S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 18th October.
 S.S. "AGAMEMNON" ... via Suez Canal ... 23rd October.

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 SHANGHAI, KOBE & YOKOHAMA. "AZAY LE RIDEAU" 15,000 ... On or about 29th Sept.
 "PORTHOS" 20,000 ... On or about 13th Oct.
 MANILA, CEBU & HONOLULU. "ANGKOR" 15,000 ... On or about 3rd Oct.
 "ARCEBS" 15,000 ... On or about 17th Oct.
 SINGAPORE, COLOMBO. "AZAY LE RIDEAU" 15,000 ... On or about 31st Oct.
 "PORTHOS" 20,000 ... On or about 14th Nov.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI. "LE ST. LOUBERT-BIE" ... About 30th Sept.
 "LE DE MISSISSY" ... Mid-Oct.
 HAVRE, DUNKERQUE. "MEINAI" ... 1st part Nov.
 "COLE RAMEL" ... 1st part Dec.

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 HAICHONG ... Capt. W. C. Patterson ... Friday, 29th Sept., at 1 p.m.
 HAIPHONG ... Capt. W. S. Turnbull ... Tuesday, 3rd Oct., at 1 p.m.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

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S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	10,513	27th Sept., 11 a.m.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,997	11th Oct.	Marseilles, London & Antwerp.
"SICILIA"	6,703	16th Oct.	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Madras, London & Antwerp.
"DONGOLA"	8,058	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARNATA"	9,000	8th Dec.	Bombay, Madras, London & Antwerp.
"KASHGAR"	9,000	17th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,890	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELLORE"	8,853	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	8,997	7th Mar.	do.
"KASHGAR"	9,000	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS" 4,842 29th Sept. Calcutta via Singapore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" 6,000 4th Oct. Manila, Iloilo, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:
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 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong	Destination
"SICILIA"	6,703	2nd Oct.	Shanghai.
"DONGOLA"	8,058	7th Oct.	Shanghai & Japan.
"ST. ALBANS"	6,000	9th Oct.	Japan.

All dates are approximate and subject to alteration without notice.

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 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the ships of the P. & O. Tickets Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
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O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Saturday, 11th Nov.
 BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
 "PANAMA MARU" ... Tuesday, 31st Oct.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
 "HIMALAYA MARU" ... Saturday, 7th Oct.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "KISHU MARU" ... Sunday, 1st Oct.
 OALCUTTA via SINGAPORE & RANGOON.
 "SAIGON MARU" ... Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
 "ALABAMA MARU" (omit Shanghai) ... Saturday, 30th Sept.
 "ARABIA MARU" ... Monday, 2nd Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
 "HAYRE MARU" ... Tuesday, 10th Oct.

NEW ORLEANS LINE via SUEZ.

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KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TAKAO via SWATOW AMOY.

"SOBU MARU" ... Thursday, 6th Oct.

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FOR BOSTON

NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

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HONGKONG, PAKHOI & HAIPHONG	"KAIPOH"	On 27th Sept., 7 a.m.
SAIGON	"HANYANG"	On 27th Sept., 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Sept., D.L.
AMOI & SHANGHAI	"SHANSI"	On 28th Sept., 9 a.m.
SWATOW & AMOI	"KIUNGCHOW"	On 29th Sept., Noon.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 30th Sept., 4 p.m.
SWATOW & SINGAPORE	"KIANGSU"	On 1st Oct., Noon.
SHANGHAI	"SECHOW"	On 1st Oct., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUMCHOW"	On 2nd Oct., Noon.
SWATOW & BANGKOK	"KAYING"	On 2nd Oct., 4 p.m.
SHANGHAI & TIENTSIN	"KANCHOW"	On 3rd Oct., 4 p.m.
HAIPHONG	"CHINHUA"	On 4th Oct., 7 a.m.

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"CHANGSHA"	15th Oct.	10th Oct.

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